

CARTWRIGHT GIVEN APPOINTMENT AS DEPUTY COLLECTOR

He Will Represent the Interests of the Customs House for the Search of Bodies on the Princess Sophia.

Clarence E. Cartwright has been appointed a deputy collector of customs to represent the interests of the customs department in the search for bodies aboard the wreck of the Princess Sophia.

Mr. Cartwright accompanied Al Winschell, who with Robert Smith and John Donovan, the divers, returned to the wreck yesterday afternoon on the Clopek. They will attempt to secure more bodies from the boat this trip.

TO LEAVE ON JEFFERSON

Among the passengers who will leave on the Jefferson for the South are M. Kibbie, John Klonas, Harry

F. Morton, Mrs. Morton, Myrtle Morton for Sitka; Olive LaBounty for Wrangell; Mrs. John Sandberg, Edie, William and John Sandberg for Ketchikan; S. L. Towell and Mike Lein for Seattle.

VICKSBURG WILL MAKE SHORT TRIP TO SKAGWAY CITY

The U. S. gunboat Vicksburg left Juneau today to make a short trip to Skagway. The Vicksburg will remain in Southeastern Alaska until June 2, when it will leave for a two months' cruise to the Westward, accompanied by the S. C. 310. The 310 left yesterday for Fort Seward for supplies.

MRS. RIGGS WILL NOT BE "AT HOME" TOMORROW

Mrs. Riggs will not receive to morrow, Wednesday afternoon.

Today's News Today—In Empire.

SURVEYED LANDS SOON READING FOR FILING AT LAND OFFICE

Effie A. Frisbie, register of the United States Land Office in Juneau, has sent out the following notice to the press:

Notice is hereby given that the following plats of township surveys will be filed in this office on the 19th day of June, 1919, and that on and after the 30th day of May, 1919, the register and receiver will be prepared to receive applications and filings for lands therein not affected by any government reservations, under the provisions of the circular of May 22, 1914:

T. 25 N., R. 4 W.—Secs. 5 to 8 incl., secs. 17 to 21 incl., secs. 28 to 33 incl.
T. 25 N., R. 5 W.—Secs. 1, 12, 13, 24, 25, 36, all fractional.

A. K. Ludy arrived on the Estebeth yesterday from Sitka and is staying at the Gastineau Hotel.

HAWKER'S PLANE PROBABLY LOST IS THE OPINION

(Continued from Page One)

navigator, Captain William F. Morgan, whose equipment was built, they declared, without provision for failure, were inflated vests, designed to keep them afloat a few hours, should their craft plunge into the sea. Harry G. Hawker and Lieutenant Commander Mackenzie Grieve, his skipper, who were encased in full-length, non-sinkable suits, had a further degree of assurance in an ingeniously built boat, shaped so as to form the rear hood of their fuselage and proved by experiment to possess considerable seaworthiness and outfitted with provision and signalling devices.

Before "hopping off," Raynham and his companion explained their failure to take precautions for "landing" other than the usual equipment for a cross-country flight by asserting that they expected "to fly across the Atlantic, not to fall into it." Raynham admitted the chances of rescue in mid-ocean were slight, at least, and said he and Grieve were "putting everything into winning."

Unlike the huge craft which the American naval crews used to fly to Europe, the planes which soared over the Atlantic were overland craft—nothing more. They have no pontoons to keep them afloat, nor permit of towing in case of an accident. They are small biplanes of the scout type. Hawker's Sopwith having a wing spread of 46 feet with a length over all of 31 feet while Raynham's Martinsyde, which he wrecked soon after starting, resembled a bumblebee in flight, measures only 41 feet across the wings with a fuselage 26 feet long. Both carry a single motor, the "Sopwith" is rated at 350 horse power and the Martinsyde at 275.

Hawker's craft, rated at 100 miles an hour, was expected to attain 100 miles with its undercarriage abandoned by an automatic releasing arrangement, while Raynham asserted his belief that his engine, capable of making 124 miles with a normal load, would do 110 at least, with the extra cargo of fuel required for the ocean flight.

For communication with ships at sea, both machines carry wireless of limited range, the Sopwith having both sending and receiving apparatus, while the Martinsyde has only the latter, which will serve to pick up information as to position and weather conditions from passing vessels.

The aviators, contenders for the London Daily Mail's \$50,000 prize for the first trans-Atlantic flight completed in 72 hours, announced before the start of their intention to land at Brockland's Airdrome, near London. Hawker's navigator expected to play eastward about 600 miles and turn into the trans-Atlantic shipping lane. Raynham's steersman, on the other hand, intended to steer directly, for the Irish coast, thus saving, he claimed, several hundred miles of indirect flying.

Both navigators declared they would depend upon their sextants and compasses for bearings, together with especially drawn tables for calculations. Heading east through the night, they expected to meet the sun on its westward way at a time to give them a good horizon and opportunity for figuring out their position. During the night, they said they would "shoot the stars" and from their observations calculate position, while the sun would be their guide by day. Both pilots expected to fly at an average altitude of 3,000 feet, though the atmosphere conditions would vary this plan.

Start of the attempt to cross the ocean through the air found the people of St. John's wishing the airmen God-speed, but shaking their heads in doubt. All the assurance of flying sons, returned from the fighting fronts, could not assure them that the man essaying the great adventure were not flying into the face of elements which would drive them down to watery graves. The unknown fate of Andre, who disappeared in the Far North years ago in an attempt to make a balloon passage over the pole, was coupled with the failure of Major Wood in the Shortts machine in the Irish sea recently as indicating the probable result of the race for the honor of pioneer crossing.

Of the flyers, three are British one Australian by birth. Hawker, the Australian, is 27 years old and a mechanic who rose to the rank of flyer under the tutelage of Sopwith one of the earliest of British airmen. In 1912 Hawker made an endurance record with a plane patterned after that of the American Wright Brothers and later attained what was claimed to be a world altitude record—28,500 feet. During the war he was engaged as an experimental flyer assisting in the development of Sopwith machines.

Grieve combines the qualifications of navigator, wireless expert and meteorologist, with some flying experience gained while he commanded the cruiser Campania, mother ship of the British air squadron with the Grand Fleet. He is 28 years of age. Raynham, 25 years old, has flown since he was 17. Like Hawker, he started as a mechanic, and during

DAUGHTER OF TENNESSEE GOVERNOR CHRISTENS BATTLE SHIP.



MISS HELEN L. ROBERTS and MAIDS OF HONOR

Miss Helen Leonore Roberts, sixteen years old, daughter of Governor Roberts, of Tennessee, christened the battle ship Tennessee at the New York Navy Yard at ten o'clock Wednesday morning.

Besides Governor Roberts, his daughter and Lieutenant Governor Todd, the following members of his military staff were included in the official party:—

General M. C. McGannon, Nashville; General L. D. Smith, Knoxville; Colonel L. B. Humphreys, Lebanon; Colonel Caesar Thomas, Watertown; Colonel M. M. Ford, Gallatin; Colonel T. W. Wrenne, Nashville; Colonel A. G. Maxwell, Cookeville; Colonel E. H. Riddleshimer, Nashville; Colonel J. M. Bracken, Dyersburg; Colonel S. E. Cleage, Knoxville; Colonel G. O. Davis, Knoxville; Colonel F. L. Pittman, Union City; Major Walter Hale, Murfreesboro; Captain George Welch, Jr., Nashville, and Colonel C. H. Bacon, London.

The maids of honor were:—Miss Evelyn Todd, Murfreesboro, daughter of the Lieutenant Governor; Miss Grace Humphreys, Lebanon; Miss Lura Celeste Hale, Murfreesboro; Miss Cornelia Bratten, Watertown; Miss Geraldine Ford, Gallatin; Miss Mary Elizabeth Maxwell, Cookeville; Miss Christine Maxwell, Cookeville; Miss Alix Field, Knoxville; Miss Mildred Welch, Nashville; Miss Ruth Welch, Nashville; Miss Clara Wrenne Sumpter, Nashville; Miss Virginia Bryson, Fayetteville, and Miss Mamie D. Long, Springfield.

Notice to Halibut Fishermen

Fresh bait can be had at Columbia Salmon Co.'s cannery, Tenakee.

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Choice Meat Cuts a Specialty All Fresh and Cured Meats.
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Best place in town to eat Miners' Lunches a Specialty Board by day, week or month.

Mrs. Z. Short, Prop.

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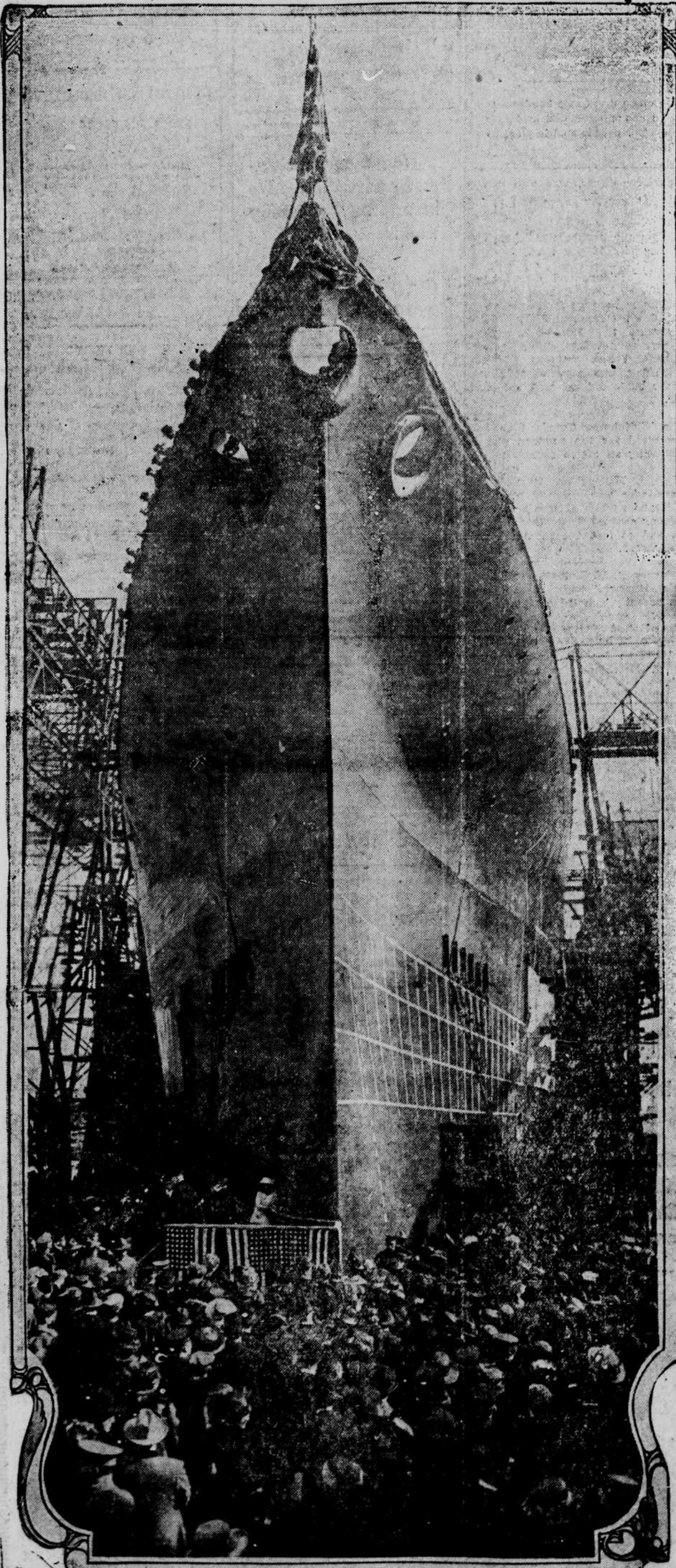
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Manager.



LAUNCHING OF THE TENNESSEE PHOTO BY R.T. PHILLIPS, N.Y.H.

Here is probably the most remarkable picture ever taken of a launching of a United States battle ship. The camera shows the giant sea fighter just at the moment she was to start on her descent along the greased ways into the water. Miss Helen Roberts, daughter of the Governor of Tennessee, has just crashed a bottle of champagne on the sides of the monster vessel and is receiving the cheers of the thousands as another American dreadnought is added to the already long list of Uncle Sam's mighty fleet. It is easy to gather from the picture a striking impression of the size of this vessel, which is the world's largest and most powerful dreadnought.